

Freight Rail Program

Palouse and Coulee City (PCC) Rail System – This WSDOT owned, 297-mile rail system is the state’s longest shortline railroad. Located in four eastern Washington Counties, the PCC provides service to grain cooperatives and other shippers as well as manufacturers and farmers. Wheat, barley, peas, lentils, fertilizer, and lumber are among the products transported on this rail system.

Grain Train

The Washington Grain Train serves cooperative members and farmers in Eastern Washington, one of the most productive grain-growing regions in the world. The Washington Grain Train helps carry thousands of tons of grain to deepwater ports along the Columbia River and Puget Sound for transport to ships bound for Pacific Rim markets.



Freight Rail Loan and Grant Programs

FSD is responsible for administering the Freight Rail Investment Bank (FRIB) and Freight Rail Assistance Program (FRAP). FRIB is a loan program available to the public sector that is intended for small projects or small parts of large projects, where state funds would enable the project to be completed. The Legislature has provided \$7.33 million for the FRIB in the 2013-15 biennium. FRAP is a grant program open to applicants in both the public and private sector and is directed toward larger projects that have difficulty finding other funding or in locations of strategic importance to the local community and state. The Legislature has provided \$4 million for FRAP in the 2013-15 biennium.

Produce Rail Car Pool Program

The Washington Produce Rail Car Pool Program was created in 2003 by the state Legislature and began service in August 2006. It carries Washington State produce to eastern states in refrigerated rail cars. The pool is designed to assist the agricultural community by:

- Opening new markets for Washington State produce
- Serving Washington shippers by relieving a shortage of long-haul trucks
- Serving taxpayers by reducing wear and tear on highways caused by heavy trucks

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Freight Systems Division



The WSDOT Freight Systems Division (FSD) is responsible for the state’s multimodal freight planning, freight data collection and analysis, executive freight policy and regulatory guidance, and freight research program. FSD is also responsible for the state’s Freight Rail activities which include administering the Freight Rail Assistance Program (grants) and Freight Rail Investment Bank loan program, managing the state-owned Palouse and Coulee City (PCC) Rail System, and managing the state’s Grain Train program. FSD is the state’s point of contact for communicating with freight-dependent business (businesses that are heavily reliant on the freight system to do business, in addition to freight carriers) and other freight stakeholders across the state.

The Freight Systems Division supports the state’s transportation policy goals of Economic Vitality and Mobility by promoting and developing freight transportation systems that stimulate,



support, and enhance the movement of people and goods to promote a prosperous economy in Washington’s three main freight systems:

- **Global Gateways** – Washington is a gateway state connecting Asian trade flows to the U.S. economy, Alaska to the lower 48 states, and Canada to the U.S. West Coast.
- **Made in Washington** – Washington’s manufacturers and farmers rely on the freight system to transport Washington made products to local customers, to large U.S. markets in California and on the east coast, and to international customers.
- **Delivering Goods to You** – The goods delivery system serves the daily needs of Washington consumers, including the delivery of goods such as food, health care supplies, and fuel to state residents.



Responsibilities and Services  
Freight Planning

Washington State Freight Mobility Plan

State law requires WSDOT to develop a state freight mobility plan under RCW 47.06.045. The Freight Plan will make a strong case for funding Washington State’s freight priority improvements and guide capital and operating investments and policies affecting the state’s freight systems. WSDOT’s Freight Plan follows the guidance for state Freight Plans as laid out in the Moving Ahead for Progress in the 21st Century Act (MAP-21) and will:

- Identify the Washington State Freight Economic Corridors
- Determine performance goals for the state Freight Economic Corridors
- Track performance on the Washington State Truck Freight Economic Corridors

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- Systematically analyze and prioritize performance deficiencies of the corridors
- Evaluate the ability of proposed solutions to meet freight corridor performance goals

The State Freight Plan will be completed in the first quarter of 2014, for more information see: <http://www.wsdot.wa.gov/Freight/freightmobilityplan>

### Freight Corridor Planning

FSD provides information to support and develop freight corridor plans that incorporate Moving Washington strategies: demand management, operating efficiently, and adding strategic capacity on Washington State Freight Economic Corridors. In 2013-15 FSD will complete a 'Multimodal Freight Corridor Study of Preservation and Improvement Needs' covering the multimodal wheat supply chain corridor in eastern Washington.

### Freight Data Collection and Analytic Program

FSD manages the state's freight data program, which includes:

- The Freight and Goods Transportation System (FGTS) which is updated biennially as required by RCW 47.05.021(4). The FGTS is used to classify roadways, freight railroads, and waterways according to the average annual gross truck tonnage carried. This information is used by the Freight Mobility Strategic Investment Board

(FMSIB) to identify strategic freight corridors and by WSDOT for freight planning.

- Managing the Truck Performance Measure program – originally enacted in 2007, this program allowed WSDOT to collect and analyze truck speed and location information using GPS devices in over 7,000 trucks statewide from 2010-2013. Under MAP-21 the Federal Highway Administration (FHWA) will provide similar GPS truck data to all state DOTs in 2013-15. Based on six years of experience in analyzing this type of 'big data' FSD is a recognized national leader in advanced truck performance measurement. As such, FSD is regularly called on to provide technical and policy counsel to FHWA and other state DOTs on truck performance measurement.
- Freight data virtual library – In the 2013-15 biennium FSD is developing an electronic freight data library that will provide user friendly access to existing data to serve public sector planners and design engineers.
- Washington State Freight Map – This online mapping application integrates and displays the state's truck performance measure data and other freight information developed by WSDOT through a web-based GIS interface, and provides a powerful tool to store, access, and visually communicate freight data. For more information see: <http://www.wsdot.wa.gov/Freight/FreightMap.htm>.

### Expertise and Policy Guidance on State Freight Systems

FSD provides executive counsel to WSDOT executives, the Governor's office, and the Legislature on issues related to the state's freight systems. FSD also engages with FHWA and other federal agencies to provide counsel, information, and recommendations to support Washington State's interests as they apply to MAP-21 requirements including:

- Designating the National Primary Freight Network
- Developing the national strategic plan for freight systems
- Determining national truck freight performance measures and quantitative methods to track and improve freight performance
- Developing new methods to identify and prioritize truck bottlenecks and other performance problems on the national freight network
- Developing new methods to quantify the freight-related benefits of truck and intermodal freight strategies

### Freight Research Program

FSD directs and manages the State's freight research program to develop new tools and methods that support critical agency functions. Recent projects include:

- Development of a Truck-Freight Benefit and Economic Impact Analysis Methodology – This research developed a freight specific benefit estimation method and tested two different economic impact models for freight project evaluation. For more information see: <http://www.wsdot.wa.gov/research/reports/fullreports/815.1.pdf>.
- The Impact of Truck Congestion on Washington State's Economy – This research examines the economic impacts to truck freight when congestion increases significantly. For more information see the final report: <http://www.wsdot.wa.gov/Freight/publications.htm>
- Freight Commodity Flows: Selected Washington State Highways – This research collects truck freight origin-destination and commodity type data at several survey sites throughout the state in order to help WSDOT better understand truck commodity flow movements.

FSD staff are also actively engaged at the national level, enabling Washington State to develop advanced freight practices that serve the state and set national standards.

### Building Resilient Freight Systems

FSD partners with federal, state, and local agencies and stakeholders to develop strategies and plan for freight system recovery in the event of significant disruptions.

#### Washington State Resiliency Plan

For more information see: <http://www.wsdot.wa.gov/Freight/publications/Resiliency.htm>

#### Communications during freight system disruptions

FSD communicates with freight-dependent businesses and other freight stakeholders through WSDOT's Freight Alert System, an automated e-mail and text message system that currently has over 4,000 subscribers. This targeted communication tool provides freight shippers and carriers high value predictive information that allows them to plan their routes, staffing and equipment needs, and stage inventory. This system tells them what will happen to freight corridors during planned construction disruptions, and during unplanned, emergency disruptions. The Freight Alert System helps to:

- Minimize traffic – by communicating construction closures or delays, we help freight avoid construction areas

- Minimize additional traffic disruptions – by communicating to freight carriers, we can avoid oversize/over-height/over-width loads that might add more delays or problems
- Networking – the freight community forwards this information to their contacts, helping spread the word

#### Commercial Vehicle Pass System

WSDOT's Commercial Vehicle (CV) Pass System prioritizes use of detours when a major truck freight corridor is closed by authorizing emergency, essential, and other goods delivery through affected areas during a highway disruption of two to seven days. For more information see: <http://www.wsdot.wa.gov/commercialvehicle/detourpass.htm>